Captain Last Seen On Bridge as Ship Takes Fatal Plunge

White Star Company Can Es- Suffragettes Admit Heroism, but cape Payment if It Wishes to Do So.

Where Vessel Is Totally De- In Aggregate They Declare Balstroyed Recovery Is Barred.

passenger claims, loss of life, peral injury, lost personal property
baggage, United States governnt's claims for loss of supplies
timed for the battleships fleet then
cruise around the world, and other
go owners.
The White Star Line, heaviest losof all, as owners of the Republic,
rendered all claims against the
rida by the compromise. This ada that both owners were at fault,
a claims of personal representatives

Republic's deceased passengers of the Republics iterate particular and of lost property were dropped, as it was found that only 30 cents on the dollar could be obtained after prolonged utigation."

MEETS AT SOUTH BOSTON.

Fourteenth State. Session of South Pledmont Medical Society.

[Special to The Times-Dispatch.]

South Boston, Va., April 17.—The fourteenth stated meeting of the South Pledmont Medical Society convened in the I. O. O. F. Hall at this place yesterday morning, and came to a close with a most enjoyable Danquet at the Garland Hotel last night. There were three sessions, in which business of importance was transacted, and many excellent papers, calculated to be of great benefit to the paysicians and surgeons, were read.

Those in attendance were: Drs. J. S. Halle, president (retiring), of Chatham; F. E. Booker and ii. B. Meivin, of Houston: H. A. Wiseman, T. Stuart MacLean, of Richmond; J. B. Bailey, of Keysville; C. H. Gibb, Charlotte Courthouse; F. D. Drewry, Virgilna; Chas. R. Robins, Richmond; T. E. Armstrong, South Boston: W. .. Robertson, H. C. Beckett, Scottsburg; F. W. Miles, Milton, N. C.; L. A. Robertson, Danville; W. Macon Smiley, Touston; I. C. Harrison, Danville; J. B. Lacy, Nathalle; George A. Stover, South Boston; E. H. Miller, Jr., R. B. James, J. S. Irvin, C. T. Carter, J. M. Robinson, Danville; Stuart Mediuire, Richmond; H. O. Easley South Boston; Joan A. Ower, Turbeville; I. Keith Briggs, Fouth Boston; Paul V. ..nderson, Richmond; H. Singleton Belt, South Boston; C. O. Barksdale, Brooklyn; J. Shelton Horseley, Richmond; Don Mc-Phail, Randolph,

Officers elected for the ensuing year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. Singleton Belt, South Boston; year were as follows: President, H. C. Harrison, Danville; fourth vice-president, U. H. Gibbs, Charlotte

Robertson—Moore, [Special to The Times-Dispatch.] Chester, Va., April 77.- Geo. E. Robertson, Jr., and Miss Maggle Peebles Moore, of this county, were married yesterday afternoon at the home of the bride at 5 o'clock, Rev. Mr. Shearn, of the Methodist Church, officiating. Mr. and Mrs. Robertson will take their honeymoon trip to South Carolina, and on their return make their home at Chesyra.

LITTLE CHANCE TO MEN CONTROLLED RECOVER DAMAGE BY NATURAL LAW

Warn Against Regarding It Too Highly.

EASILY WITHIN THE LAW WOMEN NECESSARY TO RACE

ance of Chivalry Is With Their Own Sex.

[Special to The Times-Dispatch.]
New York, April 11.—A well known admirality lawyer says: "The Titanic was under firitish registry. The British Board of Trade will accordingly conduct an inquiry say to blame for Titanic disaster.

This inquiry will probably take two courses: (1) Whether previous experience of the Carmana and knowledge of the unushal fee conditions this year should not have led the Titanic to take a more southerly route; (2) whether the Titanic officers used the thermometer with sufficient care in view of the frost haze which usually accompanies leebergs, and whether the Titanic was proceeding at reduced speed.

"Vessels under British registry are not subject to United States inspection laws at present. As a consequence, no American action can at present be taken to increase their safety equipment. Congress could take action barring such vessels from American ports.

"According to British laws, vessels of over 10,000 tons capacity must have ta minimum number of sixteen davited lifeboats with minimum cuble feet capacity of 6,300 in all. If these are insufficient to carry all persons, including passangers and crew, at one time in case of accident, the law requires that there must be minimum additional lifeboats and rafts of 75 percent of this capacity, or 4,250, making strictly legal requirements of 5,750 cubic feet.

British Board of Trade rules that each adult must have ten cubic feet of space in the lifeboat, so that there must be minimum additional lifeboats and rafts of 75 percent of this capacity, or 4,250, making strictly legal requirements of 5,750 cubic feet.

British Board of Trade rules that each adult must have ten cubic feet of space in the lifeboat, so that there must be minimum and adultional lifeboats and rafts of 75 percent of this capacity, or 4,250, making strictly legal requirements of 5,750 cubic feet.

British Board of Trade rules that each adult must have ten cubic feet of space in the lifeboat, so that the lives of the lifeboat souther souther souther souther souther southe

imited liability proceedings in this country, can prevent recovery here of any damages for loss of life or property. These proceedings limit the recovery to a certain percentage of the value of the vessel as saved. In case the vessel is totally destroyed, recovery to a certain percentage of the value of the vessel is stotally destroyed, recovery is barred.

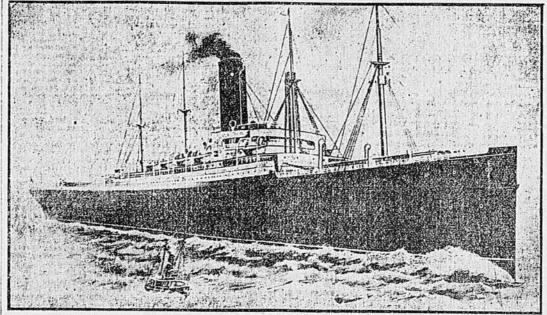
"One who wishes damages should retain counsel in New York and forward his claim to England. In England, provided the validity of certain clauses in passenger tickets is not established by judicial decision, a maximum of \$3,400,000 can be recovered from the Titanic's owners.

"If the White Star Line establishes the validity of its passenger ticket clauses in court, nothing can be recovered.
"The most recent White Star Line establishes throughout our lives that we abilities throughout our lives that we abilities throughout our lives that we altitude the point that a slight instance under exceptional circume three would help the women made the point that a single instance under exceptional circume three would help the women's movements, added there speakers.

GRAND COUNCIL ADJOURNS

State Organization, Royal Arcanum, to Meet in Staunton. The recommendation that the meetings hereafter be blennial instance on the star three medians and of Recussion was devenued to the council, standard regent of facusation was devenued to the star line in Staunton. The recommendation after a good deal of discussion was devenued to the council of the council of the council of the star line in Staunton. The recommendation after a good deal of discussion was devenued to the council of the council of

THE CARPATHIA, WHICH IS BRINGING SURVIVORS OF TITANIC TO NEW YORK



COLORED MAIL ALABAMAIS SOLID HAD PREMONITION

C. B. Wood, of Broad Rock Dis- Democratic State Convention Jacques Futrelle Made Pretillery Company, to Be Tried in June.

Judge Edmund Waddill, Jr., adjourn-

Two small cases were disposed of ored railway mail clera, who was un-

of employes, on the charge of bribery and fraud.

Instructs for Favorite Montgomery, Ala., April 17 .- Oscar,

ed the April term of the United States W. Underwood, Alabama's favorite son, District Court yesterday at 1 o'clock will have the loyal support of the enand discharged the jury. The court tire Alabama delegation in the Demowill reconvene in special session June cratic national convention, until a 5 for the trial of the cases against nomination for President Shall have been made.

In instructing the forty-eight dele gates chosen to cast the State's allot-

FAITHFUL COLORED SERVANT PASSES AWAY

Mortem Preparations Before He Sailed.

(Special to The Times-Dispatch.) Atlanta, April 17 .- Jacques Futrelle the Atlanta novelist who went down with the Titanic, had a premonition of tragedy before he and his wife sailed, and propared for death. Two weeks before Putrelle and wife sailgates chosen to cast the State's allotcd twenty-four votes as a unit for
Underwood to the finish, the Democratic State convention here to-day
commended him to the nation in the
glowing terms:

"Alabama confidently calls upon The
Democrats of her sister States who
have for well nigh a century joined
with her in tale battles of Democratic
principles to place the standard of
democracy and popular government in
the unsulled hands of Oscar W. Underwood."

Stormy scenes had been enacted before the convention adjourned to-night
after being in session about seven
hours, including two recesses.

Whatever sentiment for any other
presidential candidate there may have
been among the delegates was carefulidea of their called them. Directions were of
their children should hapy be untimeto richlidren should hapy be untimeto richlidren should help be untimeto richlidren should hapy be u from London to Mrs. Futrelle and

Hugh Cadoza received the follow-ng note a few days before Futrelle

and France. Sail for her Turn down a glass for me. "FUTRELLE."

LIFE INSURANCE MAY BE \$50,000,000 LOSS

Impossible to Estimate Amount Carried by Pas sengers Lost From Titanic, but It Will Be an Enormous Sum.

Enormous Sum.

[Special to The Times-Dispatch.]
New York, April 17.—While the marine insurance companies have suffered a heavy loss by the sinking of the Titanic, authorities in this city say there is still a more considerable loss that has not yet been taken into account, and which will undoubtedly exceed that of the marine companies. This is in life insurance. It is practically impossible to hazard a guess as to the amount involved, but the death of so many men high in the financial world will affect the life insurance companies to a greater extent than any disaster that has happened in years. One man prominent in the life insurance words says he will be surprised if the life insurance companies are not called upon to assume the payment at once of policies aggregating at least \$50,000,000.

"It will be remembered," says this authority, "that prior to the New York State insurance investigation all of the big companies in this country were promoting what they called \$100,000 city, will not be remembered," says this authority, "that prior to the New York State insurance investigation all of the big companies are not called upon to assume the payment at once of policies aggregating at least \$50,000,000.

"It will be remembered," says this authority, "that prior to the New York State insurance investigation all of the big companies that the traveler will not exceed that the proof of a death as is kenerally required. "Perhaps the glibble is kenerally required. "Perhaps the English insurance companies," says this authority, will be surprised it the life insurance would be at look of the life insurance in the life insurance would be at least \$300,000 or more. Colonel John Jacob Astor was known to be much in favor of heavy insurance."

The life insurance companies will not make public at this time what losses they will suffer. They will wait in the proof of a death a sisk enerally required. "Perhaps

favor of heavy insurance."

The life insurance companies will not make public at this time what losses they will suffer. They will wait a reasonable length of time before they will make payments. Sometimes when there has been doubt as to the fate of survivors of shipwrecks the money has been held up for years. So long as there is a doubt as to the death of any of the passengers, payment will be withheld, but as it is accepted here that only those who were picked up by the Carpathia survived the disaster,

Will Invite Engineers to Meet With Them and Consider Question of Wages.

New York, April 17.—Members of the conference committee of the man-agers of Eastern railways conferred again to-day on the demands of the Brotherhood of Locomotive Engineers agers and engineers for a final deter-mination of the subject. At the close of the session this evening, however it was announced that the managers committee would meet seen

word from the conference that the could say nothing that would add any-hing new to the situation. The truce periment farm near Staunton, which was visited. It is believed that the continue until a settlement is reached or negotiations are broken off.

Dr. Barringer Makes Suggestion. B. L. Purcell Promoted to State Board of Agriculture.

eriment farms was the novel proposiof Agriculture by Dr. Paul B. Barringer, president of the Virginia Polytechnic Institute. By moving the farms rom place to place, Dr. Barringer hinks, their work can be made to ben-fit a greater number of people.

of course he does not propose that farms be taken up bodlly and transported from one county to another, but that the State, instead of acquiring tracts of land for experimental purposes by purchase, should lease suitable acreage. After, say, half a dozen years, the qualities of soil would be developed, and the people of the neighborhood would have been given every opportunity to see for themselves the effects of different sorts of fertilizer and of soil improvement. In this way more people can be reached, more counties touched, more results achieved and less money spent. Then Jealousies between founties as to the location of these farms would be obviated, since within a generation all could be touched.

The board took no action, but it was

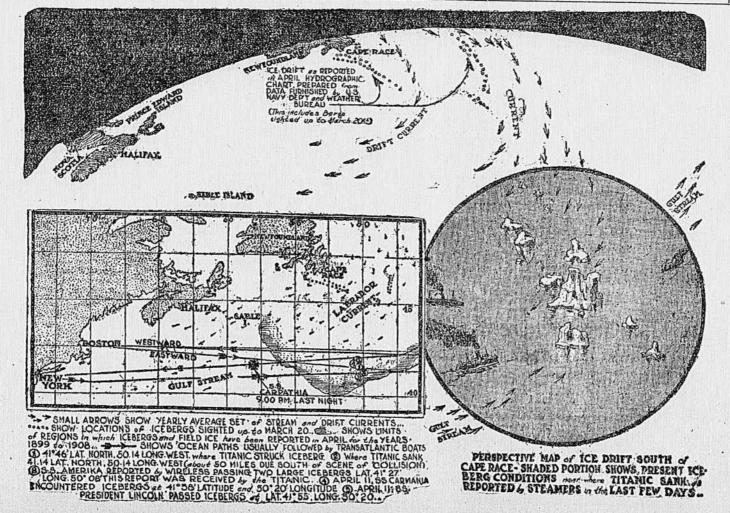
The board took no action, but it was evident that Dr. Barringer's suggestion was well received. It will be considered later.

Gets Promotion

Benjamin L. Purcell, for four years Deputy State Dairy and Food Commis-sioner, was given what was regarded as an earned promotion, and was made Assistant Dairy and Food Commissloner.

Commissioner Koiner made his report to the board of the various activities of the department. The accounts of the department were audited and ap-proved.

Actual Ice Conditions in the North Atlantic Now and in Past Years



-Not Mine I long ago discarded the old tiecinching collars. I wear only DEWEL COLLARS They have that wonderful little shield arrangement that lets the tie slide freely over the back button. You dress with a smile and quickly. Any style you want.

> 15c, 2 for 25c. At all live haberdashers.

Ask to see the shirts that have upset all previous notions on values.

HALLMARK SHIRTS.

They're what you've always thought shirts should be,

Prices, \$1, \$1.50 and up. HALL, HARTWELL CO., Troy, N. Y.

